

Today's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.
Representative—Mr. ALAN HAMILTON.

TO-NIGHT,
(TUESDAY), APRIL 16TH.

THE BROUGH COMEDY CO. BROUGH COMEDY CO. BROUGH COMEDY CO.

Mrs. BROUGH.
Miss Temple.
Miss Grace Noble.
Miss Bessie Thompson.
Miss Evelyn Marthez.

Mr. BROUGH.
Mr. W. T. Lovell.
Mr. Reg. Darterey.
Mr. Leslie Victor.
Mr. McIntyre.
Mr. P. Brough.

TO-NIGHT AND TO-MORROW,
April 16th and 17th,
FIRST PRODUCTION IN HONGKONG

"TYRANNY OF TEARS" "TYRANNY OF TEARS" "TYRANNY OF TEARS"

A Comedy in Four Acts, by C. HADDON CHAMBERS.

THURSDAY AND FRIDAY,
April 18th and 19th,
FIRST PRODUCTION IN HONGKONG

"THE LIARS" "THE LIARS" "THE LIARS"

An Original Comedy in Four Acts, by HENRY ARTHUR JONES.

SATURDAY AND MONDAY,
April 20th and 21st,
FIRST PRODUCTION IN HONGKONG

"THE GAY LORD QUEX" "THE GAY LORD QUEX" "THE GAY LORD QUEX"

An Original play in Four Acts, by ARTHUR W. PINERO.

PRICES AS USUAL.
Boxes \$15.00
Dress Circles and Stalls 3.00
Pit 2.00
Back Seats 1.00
Doors open 8.30. Curtain 9 P.M.

Carriages 11.30.
Hongkong, 16th April, 1901. [404c]

JUST OPENED.

A FINE Consignment of FRENCH PRE-SERVES of a well known make. Quality will speak for itself.

H. RUTTONJEE,
1, D'Almeida Street and
22 & 23, Elgin Road, Kowloon.

Hongkong, 16th April, 1901. [414c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"
Captain Cox, will be despatched as above on FRIDAY, the 19th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHEWSON & Co.,
General Managers.

Hongkong, 16th April, 1901. [421c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"RICHMOND CASTLE,"
will be despatched for the above Port on or about the 23rd instant, and will be followed by the S.S. "FERNIDE" and "LOWTHER CASTLE," "AFRIDI" and "HILLGLEN."

For Freight, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 16th April, 1901. [414c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU,"
(3,871 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 16th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Line.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 16th April, 1901. [429c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGAN RAILROAD AND
NAVIGATION COMPANY,

Operating the New First-class Steamships
"INDRAVILLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between
HONGKONG and PORTLAND (OR.)
Calling SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"
will be despatched for PORTLAND (OR.) about 24th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For Through Rates of Freight and further Information communicate with or apply to
ALLAN CAMERON,
Agents,
or to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 16th April, 1901. [431c]

Today's Advertisements.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"
Captain Vyvyan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 23rd instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th April, 1901. [430c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

STEAMSHIP "BUCKINGHAM,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 16th April, 1901. [414c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WATSON'S
HYGIENOL.

(Registered).

A POWERFUL DISINFECTANT,
GERMICIDE, ANTI-SEPTIC
AND DEODORISER.

RECOMMENDED BY THE MEDICAL
PROFESSION.

CHEAP, HARMLESS CONVENIENT
AND EFFECTIVE.

This DISINFECTANT possesses
all the good properties of Carbolic
Acid, but is IMMENSELY SUPERIOR
in being NON-POISONOUS
—even in its concentrated form, thus
avoiding risk of accident—and in
the facility with which it mixes with
COLD WATER in any proportion.
In its diluted state it will not injure,
stain, or corrode the person, metals,
furniture, cotton, linen, or woollen
fabrics.

WATSON'S
PURE CARBOLIC
SOAPS

will be found most efficacious for the
prevention of contagious diseases of
all kinds.

A. S. WATSON & Co., LIMITED,
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 16, 1901.

NOTES AND COMMENTS.

The Election that Failed.

"First catch your hare," is the advice given in the cookery book as an introduction to the instructions for the juggling of that toothsome animal, and we would suggest to the Sanitary Board and the Government that before proceeding to hold an election it would be well to first catch your candidate. This very sound advice had been neglected so far as yesterday's meeting of ratepayers was concerned, and the few qualified people who turned up and might have been put forward as candidates were not to be caught by chaff (beg pardon, we mean the impassioned eloquence of the Registrar of the Supreme Court, who placed lucidly before them the folly of trying to kick against the pricks, in the shape of the Government) and not a single man of the lot (small assembly, we mean) could be got to offer himself as a "fit and proper person" to represent the interests of the public on what the Government calls a popularly constituted Sanitary Board. Mr. KYSHZ

told those present the awful tale of Penang, and said that it was apathy, on the part of the Hongkong public that had brought this state of affairs about, but the only effect of this was to stir Mr. PLAYFAIR to reply that it was disgust and not apathy, and to throw Shanghai in his teeth (metaphorically, of course). Then the proceedings languished, the day was hot and the few ratepayers who had managed to turn up were thirsty and they went away. Mr. KYSHZ waited until six o'clock and then he too left, and so terminated the election which failed.

It was hardly to be expected that anyone would be foolish enough to offer himself as a candidate for the Sanitary Board. The position necessitates the sacrifice of much valuable time, and Hongkong business men have no time to waste. And had anybody come forward as a candidate his time would have been wasted, for he could have done no more against the obstruction of the official element and the Government than his predecessors; and no sensible man likes to spend a lot of time in preparing and passing resolutions which are either overruled, utterly disregarded, or pigeonholed, as the spirit of the officials may direct. In all other places than Hongkong a Sanitary Board occupies the position of a jury and the Government acts as judge and directs it on points of law. The Board tries the case and the Government carries out the sentence. Here, however, the Government allows the Board to do as it pleases in regard to recommendations and suggestions, but exercises its own sweet will with regard to ignoring or acting upon them, and, as often as not, the whole work of the Board is wasted.

We hope that yesterday's fiasco will serve to show the Government that the public of Hongkong are tired of the methods adopted with regard to the Sanitary administration of the Colony. But Mr. KYSHZ says that we, the public, are foolish and don't know what is best for us. Of course we might reply with a *tu quoque*, but we are too well aware that the Government, as at present constituted, is incapable of conviction.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

COLONEL PLUMER AT PETERSBURG.

BOERS REMOVE "LONG TOM."

On the arrival of Colonel Plumer at Petersburg, 300 Boers under cover of the burghers, retired in the direction of Haerensberg, destroying 35,000 rounds of ammunition and removing a "long tom." The town and bridges were not damaged.

LATER.

CREAT BRITAIN.

ANTICIPATING THE BUDGET.

BEET SUGAR.

In anticipation of the Budget, the importations of the Beet Sugar into Liverpool during the week have been 10,000 tons more than usual.

BRITISH SOUTH AFRICA.

BELEAGUERED RUSTENBERG.

DEADLY MINUTE-GUNS.

The garrison of Rustenberg, 1,500 strong, which was practically invested from the 17th January to the end of March, saluted Queen Victoria's death and King Edward's accession with live shell minute-guns trained on the enemy.

ELUSIVE DE WET.

WHERE IS HE?

Commandant De Wet is believed to be still in the Transvaal.

EX-PRESIDENT STEYN.

NEEDS REST AND QUIET.

Ex-President Steyn with a few followers is at Tabaksberg in shattered health.

PLUMER AT PIETERSBURG.

BOERS COMPLETELY ROUTED.

Colonel Plumer's advance on Pietersburg was a complete surprise to the enemy, and interrupted their preparations for another invasion of Cape Colony. The flight of the Boers into the bush was a complete rout.

GREAT BRITAIN AND THE UNITED STATES.

A PROSPECTIVE ARRANGEMENT.

THE NICARAGUAN CANAL.

Senator Hay is sounding the opinions of Senators with a view to the arrangement of a basis for a renewal of negotiations with Great Britain for a new Nicaraguan Canal treaty.

LATER.

BRITISH SOUTH AFRICA.

MORE PEACE RUMOURS.

STEYN ADVISES SURRENDER.

It is rumoured that Steyn has advised the burghers still on command to surrender.

THE CHINA SQUADRON.

NAVAL MOVEMENTS.

H.M.S. *Eclipse* replaces H.M.S. *Hermione* on the China Station.

THE POWERS AND CHINA.

THE INDEMNITY QUESTION.

AMERICA'S PROPOSAL.

It is understood that America proposes to fix the indemnity to be claimed from China

on the basis of the number of troops actually employed in the relief of the Peking Legations, whereby Great Britain ranks first, Japan next, and the United States third.

WEATHER REPORT.

The Observatory report says:—

On the 16th at 11.55 a.m. the barometer has risen on the China coast, particularly in the North, where pressure is again high. The depression is probably crossing Japan. Gradients slight, to moderate with moderate to fresh monsoon on the coast, and increasing monsoon in the N. part of the China Sea. Forecast:—Moderate or fresh N.E. winds; drizzling rain or mist.

LOCAL AND GENERAL.

The English mail of the 16th March was delivered in London on the 13th inst.

The return of cases of communicable disease reported as occurring in the Colony during the week ended 13th instant shows:—Bubonic Plague, eighteen cases, twenty deaths; Enteric Fever, one case (Japanese); Small-pox, six cases, six deaths (all Chinese).

A Peking telegram of 11th instant, published by the *China Gazette*, says:—Captain Bartsch (and Inf. Reg.) was found lying dead this morning five miles from Peking. He was returning from the Imperial Summer Palace, when he was, apparently, murdered by a shot through the back.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

BUILDERS are complaining bitterly of the scarcity of labour and the consequent rise in wages. It is suggested that the guilds are at the bottom of this state of affairs and that the labour market is being rigged by them with the object of enhancing prices. The building industry is said to be by no means the only one affected.

THE Brough Company arrived this morning from Shanghai by the *König Albert*. As advertised, they open at the Theatre Royal to-night with Mr. C. Haddon Chamber's delightful comedy "The Tyranny of Tears." The exceptional excellence of the Brough Company has reached us from Shanghai, and we can expect to see "bumper" houses every night.

ACCORDING to a London telegram of 10th instant published in the *Shanghai Mercury*, the Hon. Mr. W. W. Rockhill reports that the claims made by the Powers aggregate 500,000,000 gold dollars. The United States Government has instructed its representative, Mr. Rockhill, to strenuously oppose the demands made by certain Powers. The Hon. John Hay, United States Secretary of State, has suggested to the Powers to accept 50 per cent reduction on their claims, recouping themselves by additional commercial concessions.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Dorabjee Nowrojee.....\$25
Mitsui Bussan Kaisha.....25
W. Powell & Co.....10
R. Marten.....10
C. Mittel.....5
C. M. Bhesania & Co.....5
"D".....5
L. Malory.....5
A. C. More.....5
Tang Kwan Fong.....5
Tang Siu Mun.....5
Hon. W. Chatham.....5
A. Denison.....5
E. W. Terry.....5

AN Irishman who was out of work, went on board a vessel that was in the harbour and asked the captain if he could find him work on the ship.

"Well," said the captain, at the same time handing the Irishman a piece of rope. "If you can find three ends to that rope, you shall have work."

The Irishman got hold of one end of the rope, and, showing it to the captain, said: "That's one end, your honour."

Then he took hold of the other end, and, showing it to the captain as before said: "And that's two ends, your honour."

Then taking hold of both ends of the rope, he threw it overboard saying: "And, faith, there's an end to the rope, your honour!"

He was engaged.

ONE of the soldiers involved in the disturbance on Sunday last has, says the *Shanghai Mercury* of 11th instant, died as the result of injuries sustained through collision with a ricksha while attempting to make his escape. The funeral of the unfortunate soldier took place in the forenoon, being attended by nearly two hundred of his former comrades. Four huge wreaths, each carried by two bearers, followed the hearse. The *Sho de China* of this morning accuses the English press of exaggerating the affair. We must point out, however, that our account of the unfortunate incident was in no way exaggerated, and we scrupulously abstained from making any comments. We do not think that Shanghai is in any way a rowdy town, especially in view of the diverse elements both in the population and garrison, and it compares very favourably with other garrison towns.

POVERTY IN PRUSSIA.

While in England, says "Cosmopolite," in *To Day*, no income-tax is levied on incomes of less than £100 in Prussia; on the other hand the limit of exemption is drawn at incomes of less than £45. Yet even with this income-tax payers, over 91 per cent, having to live on less than £45 per annum. Again, the property tax leviable on real and personal property of over £300 capital value shows that only 11,000 individuals out of a total population of 32 millions possess property of over £45,000 value.

SANITARY BOARD ELECTION.

A COMEDY.

THE HONGKONG PUBLIC.

WHERE ARE THEY?

Yesterday afternoon a meeting took place at four o'clock for the purpose of nominating and electing two gentlemen to the Sanitary Board, to fill the vacancies caused by the resignation of Mr. J. McKie and Dr. Hartigan.

Mr. J. W. Norton Kyshz attended as president and the ratepayers were represented by Messrs. G. C. Anderson, F. C. Collins, A. Cunningham, J. S. Hagen, Dr. Hartigan, E. Osborne, C. W. F. Playfair, T. H. Reid, E. Robinson, A. H. Skelton, W. M. Watson, R. C. Wilcox and G. P. Williams.

There being no response to the President's request for nominations, he begged to be allowed to give his experience of Penang and Singapore in the year 1880, when the apathy of the inhabitants regarding municipal matters was so great that it was the intention of the Government to do away with the municipality altogether, and he believed that this apathy was displayed because the leading inhabitants took no interest in the matter, and not with the view of opposing the Government. It was then, and not till then, that the inhabitants saw their folly and worked up a little public spirited interest. He was sure it was no good whatever "going agin the Government" and whatever the defects of the law might be, we must abide by it.

Mr. Playfair then rose and said that as the President had thrown Penang and Singapore in the teeth of Hongkong, he would like to retort with Shanghai. There was no apathy in Shanghai. It was a model community governed by a Municipality elected by members of that community, and well governed too. With fair representation they could get the same good government here. It was not apathy which was the cause of the small attendance but disgust. Members could not be expected to allow themselves to be browbeaten by Government officials. People were not going to come forward and offer themselves for election. It was the duty of the Legislative Council to invite them to do so.

Mr. Wilcox said that as there were only fifteen present they could hardly be considered to represent the voice of the ratepayers of Hongkong and that if they were to proceed to the election of any members that day the whole proceedings would develop into a farce.

After a few moments' thirst and "pressing business," resulted in Mr. Kyshz being left in solitary importance until six o'clock; no names being presented for election up till that hour.

MR. LAMBERT ON LIQUID FUEL.

The following is a continuation of our report which appeared in our last night's issue.

Mr. Lambert pointed out that another advantage derived from the use of liquid fuel on steamers was that trimming was dispensed with, and in heavy weather a steady head of steam could be maintained, and as the oil did not require a draught as much as coal, a steady head of steam could also be maintained in hot and close weather.

The various methods of burning liquid fuel were divided into three classes.

(1) Furnaces into which the oil is run or dropped and burnt without gasifying or spraying.

(2) Furnaces in which the oil is first wholly or partly gasified.

(3) Furnaces into which the oil is sprayed.

The early ideas about the danger attaching to the use of oil as fuel and the carriage of oil in bulk, Mr. Lambert said, were wholly erroneous. Liquid Fuel seemed to give the best results in boilers having large fire boxes, and would probably give excellent results in water-tube boilers.

The Chairman, having complimented Mr. Lambert on his interesting paper invited any of those present who would care to do so to discuss the matter.

Mr. Sopitt said he had been using liquid fuel for some eighteen months and he had always found it satisfactory as regards cleanliness and saving of labour: he thought that with vessels properly constructed for the purpose there was no reason why liquid fuel should not be universally used.

Mr. Lambert, in discussing the question of bridges and brick work in furnaces, said that it was only by experimenting and experience that they could discover the best bricks to use. In his opinion modern boilers were not suited for the burning of liquid fuel. The furnaces being too short to allow the flame time to become broken up.

Mr. Kinghorn pointed out that so far as the discussion had gone nothing had been said regarding the economy of liquid fuel. He thought the question was not that of adopting liquid fuel to boilers so much as that of economy. The reason for the great expense being the enormous quantity of water required to enable it to be used in steamers. Mr. Kinghorn then expressed a wish to hear something of the experience of Admiral Melville in the recent United States Navy trials. Mr. Smith who had been present during those trials then rose and gave a very technical version of what he knew of the subject. He said the air was forced in at one end of the furnace and that oil, by means of a double tap was sent in with it and broke almost entirely round the furnace. The air struck the oil in a vertical direction.

Captain Anderson said he had looked into the question of liquid fuel, mainly with the view of finding out the cause of its non-adoption by British ship-owners, in spite of the fact that Russia has made such great use of it on many of her railways, and on the Caspian Sea. As far as he could see British ship-owners had not been certain of getting a sufficient supply for their vessels, and another reason was probably the fact that the cost of coal was less.

Mr. Kirkwood in alluding to what was done in Hongkong in 1871, when coal tar was tried as fuel, said that up to that time tar was considered useless, but as soon as they found they could make fuel of it for launches in the Harbour the price went up.

The Chairman said he considered Mr. Kinghorn had struck the right note in speaking of economy in burning liquid fuel. Before anyone could advocate the exclusive use of liquid fuel on ships, the first question to be considered was that of economy.

It was then agreed that the discussion should be postponed for a fortnight. A most instructive and interesting discussion was brought to a close, by a vote of thanks to Mr. Lambert and to the Chairman.

AT THE MAGISTRACY.

A HARD BED RESULTS IN HARD LABOUR.

Mehar Deen, watchman, was charged with stealing two pieces of indiarubber and two pieces of brass, value \$14, the property of the Talook Sugar Refining Company. The stolen property was found in the prisoner's bed. He was sentenced to six weeks' hard labour.

A SOLITARY "DRUNK."

Edward Stunys, of U.S.S. *Newark*, appeared before Mr. Hareland for being drunk and incapable in Queen's Road Central, and was fined \$2.

THE LIGHTS THAT FAILED.

Mr. Hareland sentenced three boatman and one boatwoman to a fine of \$2 each for neglecting to exhibit lights on their boats.

REPORT OF RELIEF WORK IN
TIENSIN.

During the coldest weather just at China New Year 400 families were relieved in a week, each being given a few catties of grain and a string of cash (less than \$5.00 then), now we are helping a hundred families a week. In addition to the 130 bags of grain last reported 25 more have been received and given out, total 155 bags.

This kindly aid has been extended to about 1,454 families in the two months of work. Every week there are several invitations to the city and suburbs to preach, to which the ladies of three different missions have responded. Some invitations are to speak to the very poor, some to those better off, and one to a wealthy family the head of which was as they say formerly connected with Li Hung-chang's Yamen. The father of the pretty bride in this family is said to have been the Chih Hsien who saved the Methodist missionaries at Tsing-Hua Chow, when the Chow Kuan refused an escort once.

Heartily thanks to the kind donors for all past favours. Previously acknowledged up to Chinese New Year

One Community lady	\$578.07
" Chinese gentleman	5.00
" British soldier	1.00
" Community lady	2.00
" British soldier	50.00
" Australian sailor	2.00
From Community	2.00
Profit	0.76
Thank offering for spared lives; two Tientsinners	50.00
A Friend	4.29
3 bad dollars redeemed	2.83
	\$810.45

To 72 bed quilts	\$106.00
" Cash divided among Incurable Invalids in a Chinese hospital	5.00
" Cash given weekly to poor families	697.94
March 23rd, 1901, on hand	\$802.94
	7.51
	\$810.45

—P. & T. Times.

DISASTROUS NEWS FROM
THIBET.

The *Echo de Chine* states that it has received disastrous news from Thibet. A telegram from Tientsin, dated 21st March, announced that the previous day Ching Linsy had been destroyed by brigands and that a French Missionary, M. Musot, has fallen into their hands. The next day another telegram was received confirming the first and announcing that several families had been pillaged. M. Bons d'Anty, French Consul at Chungking, interviewed the Viceroy, who gave orders to the civil and military authorities with a view to effecting the delivery of the missionary and arresting the brigands. On the 23rd it was announced that Musot had been destroyed by the brigands, that they were approaching Tientsin, and that M. Musot had been tortured. In the meantime the Viceroy is hastening the departure of the troops and it is hoped that M. Musot will soon be delivered.

A HUNT AFTER THE MYLON.

The naturalist world, says a London paper, is interested at the present moment in an organised hunt in Patagonia. The object is the discovery of the giant ground sloth, whose name is Mylon. The stimulus to the search was the discovery in a cave of a skin covered with coarse, shaggy, yellow hair. Indications were not wanting that the Mylon had lived in the cave with his captors for some time. When his company failed they deftly stripped his overcoat, for the skin was found tanned, and partly inside out. But even if the family is now extinct, traces may very well be found. Remains of the Giant Auk are by no means uncommon to this day on the coasts of Ireland.

As for the bones of the Mylon, Darwin described them in the "Voyage of the Beagle." Bones will again be found, although a living specimen may not visit the Zoo. The Mylon is not yet to be classed with "that lonely bird" the Dodo. Nothing more surprising than the might hunter Mr. Selous than the wonderful preservation of uncovered bone, horn, and skin in the American Bighorn basin. And yet he tells us that in Africa fifteen years would suffice for the crumbling into dust and even complete disappearance of the skull or legbones of an elephant.

THE MANCHURIA TREATY
ORIS.

IMPORTANT LIGHT ON RUSSIAN SCHEMES.

A Berlin cable of March 9th states that the special correspondent of the *Tagblatt* of that city who has been travelling in Northern Manchuria, Mongolia, and on the borders of Siberia and China for a year and whose reports hitherto have been correct without exception, has furnished his paper with a long communication containing details regarding the Russo-Chinese agreement on the subject of Manchuria and Turkestan. He says he is absolutely certain that the published version of this agreement is in no way near the actual truth. He then proceeds to give the facts concerning the proposed international administration of that part of China, demonstrating that Manchuria will become an integral part of Russia—more so than even Bokhara.

In regard to Mongolia, he says there is no doubt a protectorate has been established, as is evidenced by the hoisting of Russian flags everywhere, the thorough organization of the district, the establishment of tax collecting offices and the opening of branches of Russo-Chinese banks with one or two Russian officials in charge. All this virtually has taken place during the past six months and began before the Boxer outbreak. The clearest evidence, however, is contained in an army order issued by General Grigorevich to the Siberian troops in which the General said, "You have nobly fulfilled your task of defending a line 500 kilometers long, on the frontiers of the Russian Empire, from Urga (Mongolia) to Khoshov, and have thrown back the enemy across this threatened line."

Besides establishing direct communication with Lhasa (Tibet), where Dalai Lama scored a victory for Russia by an immense tribute of silver, direct telegraphic communication now also exists between the Russians at Kulja, where the Chinese have been journeying, by way of Barkol, Khami, Soochow and Lanchow. Without the knowledge of either the Europeans or Americans of this Japanese ally, this correspondent says, Prince Tuan went to Kansu province (in the northwestern portion of the Chinese empire, bordering on Mongolia), where the best Chinese troops are formed from the 8,000,000 Moslems there, which troops are firmly loyal to Prince Tuan

and refuse to serve either against the allies of the Chinese court.

Perhaps the most important information furnished by the *Tagblatt* correspondent is that the Russian Government has caused to be printed, distributed and posted on walls throughout the trans-Baikalia a decree ordering for March 13th a general mobilization of troops in trans-Baikalia, because "this is rendered necessary in order to put down new disturbances which have broken out in China," meaning thereby partly the Kansu rebellion under Prince Tuan.

WIRE NEWS.

(From Various Sources.)

A Parliamentary paper which has been issued states that the terms suggested by General Botha included a general amnesty, except for the Colonial rebels, the return of prisoners from St. Helena and Ceylon; the establishment of a Crown Colony, and, ultimately, of representative Government; equality of English and Dutch languages; assistance to farmers by loan; the payment of Boer claims for damage not exceeding a total of a million sterling; Burghers to be allowed rifles on licence; and a limited franchise for the Boers after representative Government. Lord Kitchener suggested merely the disfranchisement of the Colonial rebels. Sir Alfred Milner objected, and declared that it would have a deplorable effect in the Cape and Natal. With the exception of the *Daily News*, the papers concur in the opinion that the Government has gone to the utmost limit of leniency in the terms offered to the Boers.

Numbers of Dr. Wet's and Fouries' followers are arriving at Bloemfontein and accepting the terms offered to those surrendering voluntarily. Sir Bindon Blood has arrived at Pretoria. General Lockie Elliot has been appointed to the Command of the northern division of the Orange-River Colony, with his headquarters at Kroonstad, and with columns under Colonels Dehane, Beaton, Broadwood, and De La. Forty-five of Scheepers' Commando were killed near Jansenville on the 21st March, and some were captured; but the bulk of them escaped in the direction of Aberdeen, with the British columns closely in pursuit. Severe fighting took place at Hartbeestfontein, near Klerksdorp, on the 22nd March, and the Yeomanry and Colonials were heavily engaged.

Mr. Chamberlain, in the House of Commons, said that, considering the confidence the Government had in Sir Alfred Milner, it was necessary to receive his observations before issuing the report of the Commission. With reference to the settlement of soldiers in South Africa, there was no intention to expropriate owners. Colonel Babington pursued Delarey with mounted troops daily. The enemy's rear-guard was driven in. A combined movement was attempted to occupy a position; but the New Zealanders and Bushmen rode down opposition, and the settlement became a rout. Pursuit was continued till the horses were exhausted. Sir Gordon Spring and Sir Wilfrid Laurier, the Cape and Canadian Premiers, have been appointed members of the King's Privy Council.

The finding of the Court of Enquiry into the Lindley surrender has been published, and the only one with the responsibility of Col. Spragg, who is exonerated. Four hundred Boers have wrecked a provision train north of Standerton, and got away with several wagon-loads. Operations are proceeding successfully in the south-eastern part of the Orange River Colony. 350 refugees, 16,000 cattle, and 40,000 sheep have been brought into Bloemfontein.

The *Optimist* voyage has been made the occasion of elaborate experiments in wireless telegraphy by the Mediterranean fleet, to which great strategical value is attached. The *Optimist* has arrived at Malta, and the Duke of Cornwall landed amid salutes and in fine weather. H.R.H. then drove in state to the Palace Square, where he witnessed a great march-past of the garrison and sailors, from the balcony. The spectacle was a brilliant one, and evoked much enthusiasm. The *Times* states that Mr. St. John Brodrick is considering the reorganization of the Intelligence Department and improving the status of the Director, who will more directly control mobilization. Sir William Nicholson succeeds General Ardgah, who is cordially supporting Mr. Brodrick.

At a meeting held at the Mansion House to consider the Victoria Memorial, a contribution from the King of £1,050 was announced. Eleven decorations and promotions have been announced under the new arrangement for prompt reward in cases of exceptional gallantry. It is believed that Oxford and Cambridge will accept the challenge of Yale and Harvard in athletics at New York. The date is the one difficulty.

In the Association football match between Wales and Ireland, the former made one goal, Ireland nil.

The death is announced of the authoress, Miss Charlotte Yonge.

According to news from St. Petersburg, it is stated that a provincial official fired shots at M. Pobiedonostzeff, the Chief Procurator of the Holy Synod, but missed him. The causes are explained, but the attack follows the agitation among the students, who especially resented the ex-communication of Tolstoy.

The Pobiedonostzeff sensation is enhanced by the fact that it immediately follows the death of the Minister of Public Instruction, who has succumbed to the pistol shot fired at him on the 27th February by an expelled student.

M. Lavousky, the assailant of M. Pobiedonostzeff, is an ardent disciple of Count Tolstoy's doctrines, and it is believed that he wished to avenge his excommunication.

The murderer of the Russian Minister of Instruction has been sentenced to penal servitude for life.

The Imperial Government has agreed to pay India's annual contribution of £10,000 towards the subsidy of the Zanzibar-Mauritius cable.

[The cable to Zanzibar was opened in 1893, bringing Mauritius and the Seychelles into telegraphic touch with the world.] The tramway-men have struck at Marseilles, and a mob of 3,000 stopped the tram service. Serious encounters took place with the troops, and other trades will join the movement. At Marseilles, the employers of the dockers have agreed to preliminary arbitration. 400 boiler-makers have struck.

A Standard telegram states that Moscow is practically in a state of siege, the authorities fearing demonstrations by 20,000 students and workmen. The Ogaden Somali expedition has returned to Kisumu to re-fit. They have experienced great hardships, owing to the scarcity of water and extreme heat. Further operations will be confined to the line of the river.

A Monarchist conspiracy, notably among Naval officers, has been discovered in Brazil. Admiral Mello and other leaders have been arrested.

A British force has left Gambala to combine with the French in a punitive expedition against the recalcitrant Chief Fodakaba.

THE CHINA SHAM.

(BY MAROLD GORST.)

If there is one political question upon which the public in this country have been disgraced fully misled it is the position of affairs in the Far East. They have been hoodwinked by self-interested individuals who put their own profit before every other consideration, and they have been deliberately bamboozled by the Government. Taking advantage of the general ignorance in respect to a problem which is too intricate to be readily grasped by the average man, whose time is necessarily taken up with the more pressing cares of everyday life, these concession-hunters and China merchants have gone about grossly exaggerating the importance of our trade in the Far East, and imposing upon the public the belief that the most vital interests are being neglected in China. Every body can ascertain the true facts for himself easily enough; but it is natural that people should have been constantly dinning into their ears in preference to going to the trouble of making inquiries on their own account. Thus it has come to be regarded as an axiom that British trade with China is on so vast a scale, that it must become a paramount consideration in the conduct of our policy. Yet nothing could be further from the truth. The total trade of the British Empire exceeded 1,200 millions sterling in 1899, whilst out of that enormous sum the comparatively trifling figure of 40 millions, or thereabouts, represents the aggregate of trade between the British Empire and China. For one-thirtieth of our total trade we are called upon to quarrel with Russia, France, or any power whose interests may be opposed to our own in any section of the Chinese Empire, and to put out blood and treasure in forcing more concessions and commercial treaties out of the Chinese people at the point of the bayonet.

To please these clamorous individuals, and to soothe the public with the idea that these vast imaginary interests are being properly looked after, the Government has invented a kind of sham policy that is really no policy at all. From time to time it is announced in the House of Commons by the Under-Secretary for Foreign Affairs, with a majestic appearance of profound statesmanship, that the policy of the Government in China has been, and always will be, to protect British trade interests and to maintain the open door to trade in the Yangtze Valley and elsewhere. This is no declaration of policy; it is simply a generalisation—a ridiculous and contemptible trick on the part of the Government to throw dust in the eyes of the public. They have invented this subterfuge either because they have not the courage to come forward and boldly acknowledge the comparatively trifling nature of our interests in China, or because they are themselves hopelessly ignorant of the real state of affairs. Whilst talking in this glib fashion of upholding British interests, all that the Government have really done has been to yield upon every occasion to the other Powers in the Far East, and at the same time to bully China in proportion to her defencelessness. This is no policy. It is a mean and contemptible line of action, calculated seriously to jeopardise those interests which we have in the Far East, and to temporarily blind people at home to the realities of the situation.

China's foreign trade is in itself ridiculously insignificant. Its entire volume amounted in 1898 to a trifle over 54 millions sterling; whilst the imports from foreign countries were 31½ millions. Most authorities are agreed in placing the population of the Chinese Empire at over 400 millions; but taking this minimum figure, we find that the Chinese import foreign goods at the rate of about 1s. 6d. per head. One has only to reflect that the average proportion of imports in the United Kingdom amounts to nearly £12 per head of the population to perceive the absurdity of the comparison. After centuries of persistent commercial push, after numerous wars and the expenditure of enormous sums of money, the combined efforts of all the trading nations of the world have only succeeded in achieving this meagre result. In the face of these figures, our concessions and unsatisfactory assertions as to the potentialities of this trade. When the public have found them out, the latter will acknowledge that the present trade with China is not large; but they will declare that when the Chinese have accepted the necessities of the situation and are prepared to accept every foreign innovation that is put upon them, a commercial millennium will come upon the foreign trader. The fact is entirely untrue, and by these people that in the world's history there is no example of a nation being conquered and compelled to give up its nationality. It has been tried in Poland and Ireland with conspicuous failure, and it is being foolishly and wickedly attempted in South Africa at the present moment. But the task there is simple in comparison with such an undertaking as the destruction of the ancient prejudices and institutions of the Chinese. It has long been recognised by the Chinese statesmen that their own civilisation and the civilization of the West are mutually destructive. They have nothing in common, and are based upon foundations as unshakable as the rocks. Consequently, there will always be a strong reactionary, or national, party in China. But even those who, like the great Viceroy Chang Chi-tung, are in favour of reforms on Western lines, advocate the change solely for the purpose of meeting foreigners on an equal footing, and thereby acquiring the means of getting rid of them the more effectually and permanently. You cannot force an alien trade or religion upon 400 millions of unwilling people, and the Chinese have conclusively demonstrated their determination to accept neither the one nor the other.

All this should be, and we must assume, is recognised by the British Government. Why have they not, then, the honesty to explain the insurmountable nature of these difficulties to the country, and to encourage such a policy in the Far East as will make the aims of Great Britain clear and consistent? It is this temporising and playing with vested interests in all directions that makes a Tory Government equally helpless and hopeless. In China it has already placed upon the British taxpayer an altogether disproportionate and unjust burden without bringing in the smallest return to anybody. And heaven knows where this wasteful and useless expenditure will end in the future. We have no obligations in China, such as we have incurred in India, Egypt, and other parts of the world. Our main interest there, as the Under-Secretary for Foreign Affairs has himself reiterated often enough, is commercial. That is to say, it is purely a matter of business. All that we seek on that score is that it should be treated as such and that the Government should not try to save their own face, or to appease a few wealthy and influential concession-hunters, by keeping up the absurd and extensive fiction that enormous trade interests, vital to the welfare of the British Empire, are at stake in China. *Daily News.*

[It is just such pettifogging articles as the above that make the lioning of the hypocritical Kruger and the laudation of the blood-christed Emperor Dowager possible by giving monomaniacs a paper to quote in support of their distorted ideas.—Ed., H.K.T.]

THE MANCHURIA QUESTION.

TWO SIDES OF THE RUSSIAN SHIELD.

The *New York Journal of Commerce* publishes facts relating to the commerce of Manchuria and Russian proceedings in the province which are interesting at the present time. The proceedings of our great and good friend Russia in the Chinese province of Manchuria (the writer says) are becoming a subject of somewhat acute interest to those identified with some important branches of the export trade of the United States. Strictly speaking, Chinese Manchuria, which lies south of the Amoor and is sheltered from the polar blasts by the mountains forming the watershed of that river, and of its affluent, the Ussuri, consists of three provinces—Tsitsihar, Kirin and Liaoyung. The area of all three is more than twice that of New England, New York, and Pennsylvania combined; three times that of Great Britain and Ireland, and over one and a half times that of France. The country is eminently fertile, producing not only all varieties of cereals, but cotton, indigo, and tobacco and it could easily support four times its present population, which is estimated at twenty five millions. It is the only part of China with a white man's climate all the year round. In our issue we published a table showing the remarkable growth of the trade of the United States with Manchuria, as evidenced by the customs of the treaty port of Newchwang. These indicated, briefly, that while the total foreign imports into Manchuria for 1864 had been 5,343,017 hankow taels, of which the share of the United States was 1,549,848 hankow taels, their value had risen by 1896 to 11,122,912 hankow taels, of which the share of the United States was 2,255,910 hankow taels; that in 1898 the total was 10,577,461 hankow taels, of which the share of the United States was 3,678,496, and that by 1899 the imports had reached the remarkable figure of 21,755,900, of which the share of the United States was 4,474,895 hankow taels. In other words, 31 per cent. of the total import trade of the treaty port of Manchuria in 1899 was done by the United States. The statistics show that the proportion of foreign trade entering through Newchwang in 1899 was about 103 per cent. of the entire foreign trade of the Chinese Empire. The effect of recent events on American trade in Manchuria has been conspicuously disastrous. The Russians have been in possession of the port of Newchwang since the end of July, and the customs returns of American imports for the quarter July-September, 1900, compare with those for the corresponding quarter of the previous year as follows:

American	1899	1900
Kerosene, gallons	557,000	25,000
Sheetings, pieces	308,665	620
Drills, pieces	148,637	Nil.

This may be no worse than the returns from Tientsin and Chiao, the two other great ports of North China for the distribution of American merchandise. But these ports were directly within the circle of the Boxer movement, while Newchwang was not. As a matter of fact, the Boxer troubles in Manchuria were mainly the result of more or less deliberate action by the Russians. At the outbreak of the troubles Newchwang was fortunate enough to have a Tatar, perceived the folly of the orders sent to him by the Governor at Moukden to kill all foreigners, and who kept a tight hand over his soldiers, maintaining perfect order in the native town and its immediate neighbourhood. This went on until July 25th, when the Russians attacked a stockade, some two miles out of the city, containing seven to eight hundred soldiers of the Tatar's guard whose function it was to patrol the town at night and keep order. They occupied the stockade with the full knowledge and consent of the foreign consuls, and they naturally assumed that they were summoned to leave it within an hour by foreign soldiers from whom they had been assured they had nothing to fear. At the end of the hour the Russians attacked the stockade with gun and rifle fire and drove its occupants into the native town, with the loss of ten killed, two of the Russians having been wounded. The Russians then withdrew their settlement four or five miles off, leaving the foreign settlement with its small guard at the mercy of the infuriated Chinese troops.

It is interesting after the above, to read the statements made by M. de Witte, the Russian Minister of Finance, in his Budget Report for 1901. In this Report M. de Witte as will be seen, prates of "the sublime Christian work" of Russia in the East.

The consoling thing (he said) in these events (in Manchuria and on the Amoor) is that they have brought forward, with striking evidence, the entire sincerity of the peaceful sentiments which inspire the Russian Monarch. His august words, appealing to all and each on behalf of peace, and his proclamation of the peaceful intentions of Russia was a sublime work, a Christian work. In the difficult situation caused by the troubles in China all the thoughts of the Russian Emperor have been directed to the maintenance of peace. Each step forward in China bore evidence of this desire. It was only where constrained and forced to defend her representative in Peking, and to protect the lives of Russian subjects and other Europeans, that Russia engaged in the series of military operations which resulted in the taking of Peking.

It required the violation of our frontiers by the Chinese insurgents without motive, the bombardment of Blagovestskensk and the destruction of the railway, to decide the Russian Government to send troops to Manchuria. Russia is working, however, for the general pacification and the prompt restoration of invariably good relations with the Chinese Empire, her neighbour. As soon as immediate and urgent duties are accomplished, she will withdraw her troops from Peking and proceed to reduce her military forces in Manchuria.

The young country did not behave like a distant Colony foreign to its motherland but like a true Russian country defending its frontier. Russia has accomplished in China all that it was her duty as a Christian Power to do to suppress a sedition directed against law and government in the Celestial Empire, as well as to protect Europeans against the violence of the insurgent mob.

We were induced to act thus not by any prospect of advantages, but by the consciousness of our solidarity with the whole human race. All this proves in an irrefutable manner that Russia is pacific to a high degree, not because she is weak, but because she is conscious of her power. She could not fear any danger from whatever source, she who has been able to display day after day strength so colossal. But Russia does not use her might for selfish and selfish calculations.

The czar of Russia, with his facile views (M. de Witte concluded) is a great Christian Prince, who follows no other impulse save that of his heart, and is inspired only by ideal truth and by the welfare of humanity, and who is devoted to the world, by a sublime example, that the extraordinary might of Russia is bound up with a profound love of peace.

The recent events in the Far East prove that the country can face the future with serenity in the path traced for her by the will of her august Sovereign.

NOTANDA.

CALENDAR.

APRIL.	
Meteorological means based on ten years' observations to 1899.	
Barometer	30.059
Thermometer	62.0
Humidity	85.0
Rainfall	4.08

TO-DAY.

WEATHER REPORT.	
On date at	On date at
Barometer	30.03
Thermometer	73
Humidity	85
Rainfall	—

TO-DAY.

Tuesday, 16th April, 1901.	
Chinese—28th of 2nd moon of 27th year of Kwang-su.	
Sun—Rises	5hr. 40min.
Sets	6hr. 19min.
Moon—In Equator 5hr. a.m.	—
High water—Morning	7hr. 0min.
Afternoon	7hr. 3min.
Low water—Morning	0hr. 55min.
Afternoon	0hr. 0min.

ANNIVERSARIES.

1746—Battle of Culloden.
1843—The Viceroy Ki-Kung wrote to Sir H. Pottinger admitting that the two countries were now united in friendship.
1852—Sir Arthur Kennedy arrived in Hongkong.
1875—Cape D'Aguiar light first exhibited.
1884—S.S. <i>Trinidad</i> sunk by H.M.S. <i>Laipwing</i> near Ockesau.
1888—The town of San Fernandez, Luzon, almost totally destroyed by fire.
1897—Departure for home of Dr. Eitel.
1898—U.S. Senate recognize the Republic of Cuba.
1899—Disturbance in the Hinterland. British flag hoisted by General Gascoigne.

TO-MORROW.

Wednesday, 17th April, 1901.	
Chinese—29th of 2nd moon of 27th year of Kwang-su.	
Sun—Rises	5hr. 39min.
Sets	6hr. 19min.
High water—Morning	7hr. 33min.
Afternoon	7hr. 5min.
Low water—Morning	1hr. 20min.
Afternoon	1hr. 40min.

ANNIVERSARIES.

1790—Benjamin Franklin died.
1871—Telegraphic communication with Shanghai established.
1876—Loss of the s.s. <i>Avonmouth</i> off Ockesau.
1880—Prince Heinrich of Germany arrived at Shanghai.
1888—Loss of the s.s. <i>San Pablo</i> on the Tan Rocks.
1891—Execution of the <i>Namoa</i> pirates at Kowloon City.
1897—Battles of Maluna Pass and Karyia.
1898—Anti-American demonstrations in Spain.
1899—H. E. Sir Henry Blake hoists flag at Kowloon City.

AGENDA.

AGENDA.

TO-DAY.

9 p.m.—Opening Performance of the Brough Comedy Co., at the Theatre Royal.
Cargo ex *Inaba Maru* subject to rent.

TO-MORROW.

9 a.m.—N. D. L. Co.'s steamer *König Albert*

TO-MORROW.

Noon—N. D. L. Co.'s steamer <i>König Albert</i> leaves for Southampton.

SHIPPING AND MAIL NEWS.

* * *

N. P. S. Co.'s steamer *Glenstiel* sailed Yokohama for Hongkong on the 14th inst. Company's steamer *Duke of Fife* arrived from Japan and Hongkong on the 15th inst., also this Company's steamer *Victoria* from Tacoma for Japan and Hongkong on the 15th inst.

* * *

The N. P. S. Co.'s steamer <i>Glenshiel</i> sailed from Yokohama for Hongkong on the 14th inst. this Company's steamer <i>Duke of Fife</i> arrived at Tacoma from Japan and Hongkong on the 13th inst. also this Company's steamer <i>Victoria</i> sailed from Tacoma for Japan and Hongkong on the 13th inst.
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HONGKONG AND WHAMPOA DOCK RETURNS.	
U.S.S. <i>Isla de Luzon</i>	Kowloon Dock.
U.S.S. <i>Bennington</i>	"
U.S.S. <i>Yorktown</i>	"
Argus	"
Stratford	"
Ruridale	"
Styx	"
Kauaiyang	"
Ping Sui	"
Compania de Filipinas	"
Shanghai	"
Albatros	"
Luang Tung	"
Hankow	"
U.S.S. <i>Conan</i>	Cosmopolitan.
Colombia	"
Perla	"
Pettanam	"
Luzon	Aberdeen.

Shipping.

Shipping.

Arrivals.

OLYMPIA, American steamer, 1730, John Truebridge, 15th April, Tacoma 14th March, General—Dodwell & Co., Ltd.

FUSHUW, British steamer, 1,500, W. H. Lun, 15th April—Shanghai 12th April, General—M. S. N. Co.

DECIMA, German steamer, 794, C. Christensen, 15th April—Saigon 11th April, Rice—Nam Wo.

EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 16th April—Vancouver 25th Mar., and Shanghai 13th April, Mails and General—C. P. R. Co.

KUNIG-ALBERT, German steamer, 10,642, O. Coppers, 16th April—Yokohama 6th April, Mails and General—Melchers & Co.

HAILAN, French steamer, 377, M. Maris, 15th April—Pakhoi and Hoivoh 14th April, General—A. R. Marty.

PAOWING, British steamer, 1,088, Miller, 16th April—Canton 16th April, General—Butterfield & Swire.

KASUGA-MARU, Japanese steamer, 3,568, E. W. Haswell, 16th April—Melbourne and Ports 23rd April, General—Nippon Yusen Kaisha.

KALFOND, British steamer, 1,024, G. H. Pennefather, 16th April—Cebu and Iloilo 12th April, General—Butterfield & Swire.

BUCKINGHAM, British steamer, 1,376, A. W. Cole, 16th April—Mojito 10th April, General—Dodwell & Co., Ltd.

DENNISHEIMER, British steamer, 2,488, H. W. Vyvyan, 16th April—London 15th Feb., and Manila 13th April, General—Shewan, Tomes & Co.
ELITA-NOSSACK, German steamer, 1,162, Bruhn, 16th April—Shanghai 11th April, General—E. A. T. Co.
CHWNSHAN, British steamer, 1,281, J. F. Messer, 16th April—Bangkok 9th April, Rice—Bradley & Co.
PEIVANG, German steamer, 970, W. Wiese, 16th April—Canton 16th April, General—Siemssen & Co.

Continuous at the Harbour Office.
Paoting, British str., for Shanghai.
Suevia, German str., for Shanghai.
Paul River, American ship, for Yokohama.
Thale, British str., for Swatow.
Zeeven, British str., for Amoy.
Pak Kong, British str., for Canton.
Haimoon, British str., for Canton.
Loosch, British str., for Hoivoh.
Akashi Maru, Japanese str., for Swatow.
Hsinang, British str., for Singapore.
Hlacon, American str., for Cebu.
Elita Nossack, German str., for Canton.
Taito Maru, Japanese str., for Takao.
Hailong, British str., for Haiphong.

Departures.	
April 16,	<i>Diamante</i> , British str., for Manila.
April 16,	<i>Thales</i> , British str., for Swatow.
April 16,	<i>Lenox</i> , British str., for Hainhow.
April 16,	<i>Szechuen</i> , British str., for Canton.
April 16,	<i>Dr. Hans Jerg Kier</i> , Norw. str., for Chefoo.
April 16,	<i>Loyal</i> , German str., for Tilitiap.
April 16,	<i>Fushun</i> , British str., for Canton.
April 16,	<i>Chi shen</i> , British str., for Shanghai.
April 16,	<i>Tanulus</i> , British str., for Shanghai.
April 16,	<i>Taishun</i> , American str., for Shanghai.
April 16,	<i>Hinsang</i> , British str., for Singapore.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED sailings from HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 19th April, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th April, at Noon.
IDZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA	TUESDAY, 23rd April, at Noon.
SHIMANO MARU.....	KOBE and YOKOHAMA	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 26th April, at Noon.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED sailings from HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May. Freight and Passage.
SEGOVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. Freight.
AMERICA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 16th April, 1901.

TOYO KISEN KAISHA. TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hon- olulu)	Tuesday, 11th June, at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
<i>City of Peking</i> (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 30th April, at Noon.
<i>China</i> (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Saturday, 25th May, at Noon.
S.S. " " (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 18th June, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

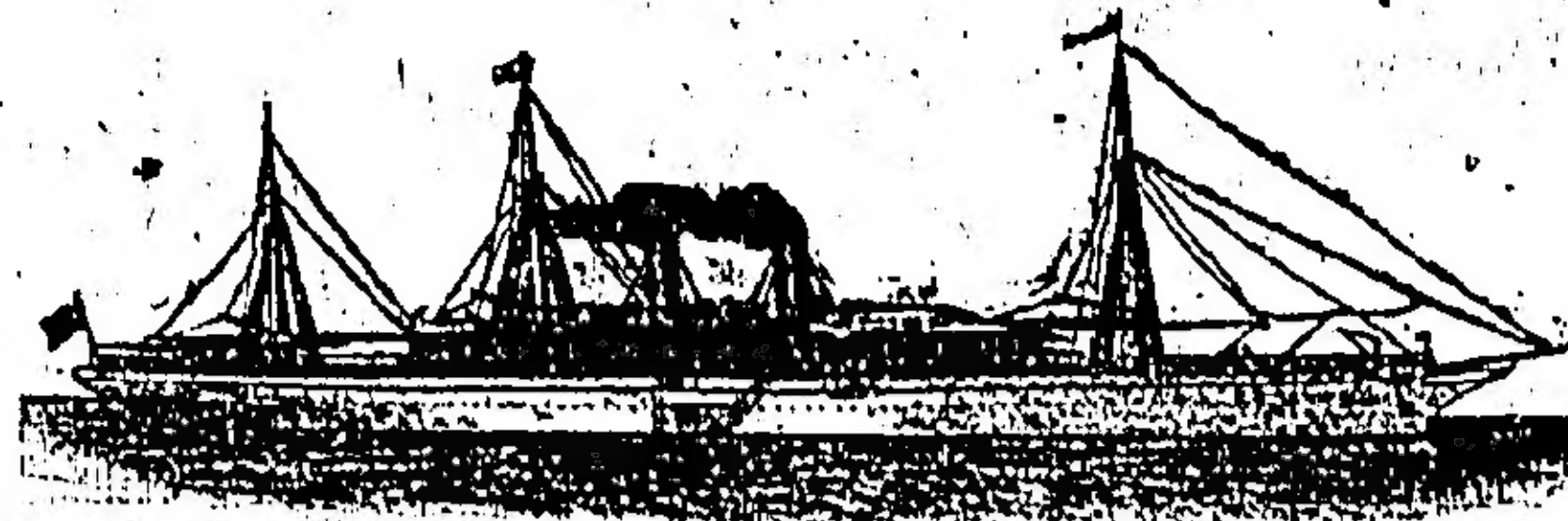
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED sailings from HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	
<i>Gaelic</i> (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 7th May at Noon.
<i>Doric</i> (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 1st June at Noon.
<i>Coptic</i> (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Thursday, 27th June at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon. Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 13th April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED sailings from HONGKONG TO SAN DIEGO AND SAN FRANCISCO, via SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Stratthgyle... about April 20

THE Steamship

"STRAITHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until 5 P.M. same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th April, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED sailings from HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Olympia	2,837	J. Truebridge	April 26
Duke of Edinburgh	3,211	J. S. Cox	May 7
Tacoma	2,811	A. Dixon	May 17
Victoria	3,502	J. Panten	May 28

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £12.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent, two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 15th April, 1901.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"SOBRON," Captain L. M. Wilmer, R.N.R., carrying His Majesty's Mails, will be despatched on this for MARSEILLES and LONDON, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for Marseilles and London, will be conveyed direct without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th April, 1901.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour: ADOLPH ORPAC, American ship, Amesbury Standard Oil Co. SEA WITCH, American ship, Howes, Master. HATTIE C. SMITH, American schooner, Riley, Master. CLAVERING, Brit. str., T. Barker, and Dodwell & Co., Limited.

Hongkong, 15th April, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
FOOCHOW.....	"HUNAN".....	19th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TSINAN".....	23rd instant.
MANILA.....	"TSINAN".....	23rd instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th April, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	DUE
GLASGOW and LIVERPOOL.....	"OALCHAS".....	19th April.
"	"DARDANUS".....	2nd May.
FOR	STEAMERS.	TO SAIL
LONDON VIA MANILA.....	"AGAMEMNON".....	19th April.
"	"AJAX".....	30th April.
"	"ANTENOR".....	14th May.
LIVERPOOL (DIRECT).....	"TANTALUS".....	15th April.
(Taking Cargo at LONDON RATES).	"FYREBUS".....	15th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. & Co.

Hongkong, 15th April, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD. Captain R. Heintze, due here with the outwards German Mail about TUESDAY EVENING, the 16th instant, will leave for the above Places about 24 hours after arrival.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 13th April, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on FRIDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th April, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"GISELA," Captain Mosca, will leave for the above places, on SATURDAY, the 20th instant, at 4 P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 13th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Asumi, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERICA LINE—HAMBURG.) FOR NEW YORK VIA SUEZ CANAL. (With Liberty to call at MANILA.)

THE Full-powered Steamship

"ASTORIA," Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

W.B.—Return Tickets issued by this Company to and from AUSTRAL

Consumers

Consignees.
NOTICE TO CONSIGNEES.
S.S. "LOWTHER CASTLE,"
FROM NEW YORK.
CONSIGNEES of Cargo are hereby notified that the Hongkong Cargo by above steamer was transhipped at Singapore and arrived yesterday by the S.S. "CHELYDRA."
All Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.
All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.
Hongkong, 16th April, 1901. [4132]
INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship
"CHELYDRA"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 12th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th April, 1901. [4100]
NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo —
From London, &c, *ex S.S. Roma.*
From Persian Gulf, *ex S.S. Khandalla and Simla.*
Optional Goods will be landed here unless instructions are given to the contrary before P.M., TO-DAY.
Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.
H. A. RITCHIE,
Superintendent.
Hongkong, 13th April, 1901. [5]
TOYO KISEN KAISHA.
NOTICE.
CONSIGNEES OF CARGO per Steamship
"AMERICA MARU."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
GEORGE ECKLEY,
Acting Agent.
Hongkong, 13th April, 1901. [7]
AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM YOKOHAMA AND KOBE.
THE Steamship
"TRIESTE."
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before noon, on the 20th instant, or they will not be recognised.
No Fire Insurance has been effected, and any goods remaining in the Godowns after the 20th instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 15th April, 1901. [4000]
NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & Co., LIMITED,
Agents.
Hongkong, 15th April, 1901. [4]
NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
KEYES
FLUID
AVOID ALL RISK OF OUTBREAK
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
DISINFECTANT
HOT
SOAP

